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9.20 a.m.	9.20 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m.	11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m.	12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m.	1.45 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 10 minutes.
9.00 p.m.	9.00 p.m. to 11.15 p.m. ... Every 15 minutes.

SUNDAYS.

8.00 a.m.	8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m.	9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m.	9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m.	10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m.	11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m.	1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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DEATH.

On board R.M.S. Empress of Japan, approaching
Yokohama, HARRY WICKING, late of Hongkong,
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The funeral will take place in Hongkong.

HONGKONG OFFICE: 131, DES VEAUX ROAD, C.
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The Daily Press.

HONGKONG, MAY 2ND, 1907.

The Hongkong Sanitary Board has not often lately had a subject of such wide interest to discuss as it had at the last meeting on Tuesday, when the problem of abandoned corpses and their treatment was brought forward. The Government's efforts to have a stop put to the certainly objectionable practice of "dumping" corpses on the public streets have not met with success, and the number recorded for the first quarter of the current year seems to have inspired the authorities with a determination to make a desperate stand against this shocking and dangerous custom, for custom it may now fairly be said to have become. The Sanitary Board was asked to offer suggestions for the mitigation of the evil, and the Medical Officer of Health hit upon the idea of cremating all corpses found abandoned. There is not the slightest doubt from his remarks that he regarded this means as a probable deterrent, but the President, while supporting the suggestion on other grounds, held that as a deterrent it would be sure to fail. Mr. LAU CHU-PAK therefore was quite pertinent when he said that as the Government's desire was for some deterrent, they had no business to be discussing the question of cremation on the lines laid down by the President, as the "most sanitary and the most reverent method of disposing of these bodies." The Hon. Mr. BREWIN made the

same point, and Mr. FUNG WA-CHUN echoed it, and the practical result of the discussion was that an apparently irrelevant motion was lost and the Government's request for practical suggestions ignored. We would not like to say that the motion for cremation was quite irrelevant, nor do we agree that the adoption of cremation would ultimately fail as a deterrent of "dumping." It would fail, we dare say, in one way; that is, it would not shock the Chinese because of its being, as Mr. LAU CHU-PAK alleged, "against the Chinese religion." Obviously with people who throw corpses down on the public street and abandon them, no religious scruples or sentimental respect for the dead can be said to weigh against the comfort of personally avoiding trouble and expense. The Colonial Secretary in a dispatch to the Board discounted in advance the argument that "dumping" was a result of the Chinese wish to escape the visitation of the disinfecting officers. While quite convinced that in many ways the Sanitary Board has made unreasonable demands upon poor Chinese tenants as well as on landlords, in their futile fight with regularly imported contagion, we think the Colonial Secretary right in his conclusion that "dumping" is not promoted by these considerations. We are surprised that the discussion did not lead any one to guess at other causes. Mr. LAU CHU-PAK approached nearest to the obvious issue when he remarked that "we should investigate the conditions under which this class lives." We venture to assume that a very little investigation would discover the true cause of "dumping." We suspect it to be found in the one word "poverty." It is a curious thing that East and West do meet in one particular, the ostentation and expense which convention demands should accompany the advent of Death in a poor family. The best argument for cremation in England, in our opinion, apart from the undoubted fact that it is the most sensible and hygienic treatment of dead bodies, should be that it simplifies and cheapens funerals. It will be when it is generally adopted and so less expensive. Paupers often pinch and starve themselves, and lie and obtain relief on false pretences, that they may board up money so as not to be "buried by the Parish," so that they may not, poor, misguided fools, "lose face" when that time comes when the opinions of their neighbours shall have ceased to matter to them. It is heart-breaking to observe the waste of badly needed money at obsequies in poor districts, and we have often thought that the conscience of an undertaker with such clients must be tender than that of a dishonest company promoter. The same phenomenon may be witnessed here and in China. The poorest of the poor must have their ghastly procession, with the quaint banners and symbols, and hypocritical hired mourners. We may be told that these shabby, tawdry manifestations of woe cost less than an English funeral, but proportionately we have no doubt they are as great a tax. Now, while the repugnance to pauper funerals is as great among the English poor as it is, say, the Chinese objection to dumping, there are still very many such burials at public expense. We suggest that there are so many cases of "dumping"—1,447 in 1906—for a like reason, mere inability to face the cost of the conventional funeral. But, it will be asked, why do they not rather apply for the free interments that are offered? Here again we suggest that the fear of "what people will say" applies. The poor Chinese (and poverty has not lessened in the Colony within the last two years, by the way) cannot afford to do what is expected of them. Of the remaining alternatives, both distasteful and from their point of view shameful, they choose the least trouble-some. That, briefly, is why we do not consider the proposal to adopt cremation was altogether irrelevant, and why we regret that it was not adopted. We would go further, and recommend compulsory cremation all round, in the interests of economy as opposed to wicked waste, and in the interests of public health. As for it being "against the Chinese religion," that is all stuff and nonsense. It may be against sentiment, but it is high time that common sense prevailed, and the shock would soon be got over, like a dose of nasty medicine, if the Government were to pass such an ordinance. "Dumping" is resorted to in various parts of China, we understand, in country places as well as in cities, when extreme poverty demands it, and provided the Government undertook cremation, and returned the ashes or bones to such relatives as wanted them, there would be very little religious outcry. At the same time, while it is remembered that a religious

scruple is the chief obstacle to cremation in England, it would not be fair to over-ride Chinese sentiment and respect that of the others, were it not that by "dumping" these bodies the poor Chinese who do so have already made sacrifice of their right to expect reverence. Thus to create all abandoned bodies as an immediate step would not be unjust, and if it did not check "dumping," it would not encourage it. Fortunately the adverse vote of the Sanitary Board does not prevent the Government from considering the question, and we hope the Legislative Council may see its way to taking this first step towards a reform that will ultimately have to come. There is not so much to be said to spare on this island that we can afford to waste it on people who have no real use for it. If it is moral and just to prevent poor Chinese from gambling, it is also moral and just to prevent them from extravagant funeral rites, and here the wealthy of all races, European and Asiatic, have a duty to perform, in setting a wiser example. We shall welcome a decision to cremate these "dumped" corpses, not as a deterrent of that particular evil, but as a step to a general reform that will abolish many evils.

The 14th plague fatality was recorded yesterday.

As Sergeant Sim was proceeding to Sam-shuipo on the ferry during the squall on Tuesday one of the consignment baskets spilled. He ordered the ferry crewman to stem for the distressed vessel. On reaching it he knocked a hole in the bottom, and rescued three of the crew.

On Tuesday, while an old Chinese man was working in the fields adjoining his residence, which is on the hillside above the Petroleum works at East Point, she was attacked from behind by two men. They relieved her of \$150, the savings of years which she always carried in her pocket, and escaped.

"If I had any intention of stealing, I would have chosen a larger one," a coolie told Mr. E. D. C. Wolfe at the Police Court yesterday when charged with the larceny of a chicken. As the offense was proved beyond doubt, however, his Worship sentenced him to one month's imprisonment and four hours' stocks.

A slave to the pipe entered an opium shop in Third Street on Tuesday and purchased a pot of opium. Having obtained the commodity he went as far as the door before returning to the counter and saying the pot was empty. Certainly the one he displayed was, but when his person was searched the full pot was found. At the Police Court yesterday, Mr. Hazeland sentenced the man to three weeks' imprisonment with hard labour.

Things were far from orderly at the Western Hotel on Tuesday. As a result James Williams, a European passenger on board the *Torrens*, was charged at the Police Court with assaulting the manager. The offense was proved and Mr. Hazeland ordered him to pay a fine of \$7. Another defendant, a German engineer, appeared before Mr. Wolfe on a charge of being disorderly in the same hotel, and with refusing to pay \$10.15 due for wines. His Worship imposed a fine of \$1, and ordered the defendant to pay the amount.

The case of the four Chinese cattle thieves was concluded before Mr. F. A. Hazeland at the Police Court yesterday. These men, it will be remembered, were charged with being in possession of cattle stolen outside the Colony, well knowing the same to have been stolen. They are said to have rounded the cattle up near Sauchun in Chinese territory, and were arrested while in charge of them at Yau-matien the 5th ultimo. His Worship sentenced them to three months' imprisonment with hard labour.

On Tuesday a lunkong arrested a hawker at West Point for not having a licence. The hawker immediately produced the document which the constable compared with another, and even then was not satisfied. He said it was an old one, and proceeded with his prisoner to the station. On the way a European constable was shown the licence, and it was correct, but the lunkong apparently did not care to miss the opportunity of securing a conviction. He took the hawker to the station and charged him with hawking within the limits of the Western Market. At the Police Court however, the case failed, and Mr. Wolfe fined the lunkong \$3 for bearing false witness. We would like to enter our protest at this inadequate punishment for what seems a most serious crime.

On the occasion of "General" Booth's arrival at Shimabashi on April 17th a banner was carried by one of those who welcomed the "General," bearing the inscription "Japan is dedicated to Jesus Christ." This seems to have caused a misunderstanding among a section of Tokyo citizens. On the 19th a manifesto against the Salvation Army was found posted on telephone and electric light poles, fences, etc., in Ushigome, Kanda and Waseda. It was stated in the manifesto that the offering of Japan to any other outside the Empire is the work of a rebel against the Empire and that, therefore, the Salvation Army should be annihilated by burning its headquarters and institutions. This manifesto added that sympathisers were requested to assemble in Hibiya Park at 7 p.m. on the 21st. The police authorities immediately removed the manifesto and are taking precautions.

Ting Cheng-to, Viceroy of Yunnan and Kweichow, has reported to the Throne that at present 47,000 Chinese labourers are working day and night on the railroad from Mengto to Yunnanfu. Most probably the line will be completed in the very near future.

An after-dinner anecdote by Mr. Bryce, in excuse of a short speech, convulsed the Union League Club in New York, says a *Tribune* wire. Two Scotsmen had been imbibing whisky freely, when one of them, who had become affected, rose to leave at an earlier hour than usual. "Why, mon, Sandy, are ye goin' awa at ten o'clock?" inquired his surprised friend. "I must go," replied Sandy. "I have changed my lodgings. I'm noo so vera weel acquainted wi' the staircase yet, myself," explained Mr. Bryce.

The British military officers who were selected to visit the battlefields in Manchuria arrived in Shanghai by the P. & O. *Delhi* on April 23rd and left by the I. C. S. N. *Koonshing* for Dairen. On arrival in Manchuria the party will survey the battlefields and make what other observations are deemed advisable. Brigadier-General Thompson-Capper is in command and has with him, Lieut.-Col. Bird, Majors Sheppard, Lumsden, H. R. Blake, A. A. Kennedy, J. A. Skeen and J. J. Bangatree; Captains H. K. Hopwood, P. Howell, A. S. Capper, P. O. Hambro, C. Wigram, S. G. Loch, C. L. Store, A. J. E. Glashford, H. J. P. Brown, C. J. Deceval and Villiers Stuart.

Lieutenant C. A. Fremontie has been posted to the command of the smart destroyer *Whiting* on the China Station in relief of Lieutenant and Commander C. E. L. Thomas. Lieutenant Fremontie's naval experience began in 1892, when he became a cadet, and his present grade came to him in June, 1899. He is an adept at "destroyer" work, and was recently in command of the *Perret* at Desvout. Another local appointment is that of Lieutenant M. H. Penfold, a navigating officer, to the *Tamara*. Lieutenant Penfold entered the Royal Navy in 1897, became midship in 1899, sub-lieutenant in 1902, and lieutenant two years later. Commander Harold G. Grenfell has been appointed to the *Tamara*, with effect from May 2nd. Commander Grenfell received his cadetship in 1883, took four firsts at his examination for the rank of lieutenant, and became commander in June, 1894. He is an expert in gunnery and holds the usual certificate.

The Waiwup has forwarded to En Ming, Governor of Anhui province, complaint made by the American Minister in Peking on behalf of the Standard Oil Company. In the dispatch it is stated that this company had purchased a year and a half ago a plot of land under Yeh-chien-shan Hill, outside of Wuhu, to be used as an oil reservoir but that in spite of the repeated requests of the company made through the American Consul to the Chinese authorities of Wuhu to stamp the title deed for the said plot of land the requests have not been complied with for some reason or other. Furthermore it is claimed that there is a large oil reservoir belonging to the German firm of Arnhold, Karberg & Co. quite near the lot purchased by the Standard Oil Company, and that while title deeds for the German property had been stamped by the officials, these had been persistently declined to do the same for the American concern. An explanation is therefore asked for by the Waiwup from the Governor of Anhui as to the action on the Wuhu authorities.

In his report with accounts for 1906 the chaplain of St. Andrew's Church, Kowloon, after thanking all donors and helpers, outlines numerous requirements. One is a sale for the registers and plate; there was a burglary on January 1st by which the Church suffered loss. Mr. STEVENS writes:—"It is easy, when things are 'difficult,' to lose heart; and perhaps—in this climate especially—it is 'in the air' to 'give up' (lapsed even the Chaplain has often lately been tempted, by resignation, to follow the example of some in this respect." We have no doubt that all requirements will be forthcoming in time. The Church is young yet. As a reminder, however, re-rites, the Chaplain quotes: "That no worship is complete without an offering. 'None shall appear before Me empty' (Exod. xlii. 15) is God's great rule for all attendants at Public Worship." That is the mischief of backing argument by quotations. We understand some people pin their faith to another passage, containing the words "without money and without price."

If the Bible Trust, of which news comes from America, should succeed, there may be occasion for more smuggling of the Book. Our British and Foreign Bible Society should prove an effective trust-breaker, but should it fail, then private enterprise may be relied upon to take a hand. Private enterprise has never been backward. Indeed, it has been sometimes so zealous as to call for official interference. There was, for example, the case of the old lady who, when the good ship *Lord Warden* was stationed at Queensterry, used regularly to go off to the ship with what seemed a mighty family Bible under her arm. She was rapturously received by the sailors who were of the little circle favoured. Bible-reading was her avowed purpose, and never did that object meet with more eager response. By some mischance one day an officer got a closer look at her book as she was going off the ship. Strange to say, the volume sounded hollow and metallic. It proved to be fitted with a screw top, and was labelled "Departed Spirits." The description was true at the time, but the adjective had certainly been superfluous on her entering the ship. The old lady was a very expert smuggler of forbidden liquors.

An attractive concert will be given at the hall of the Catholic Union to-night and Saturday night in aid of sweet Italian singers Signor and Signorina Salvato.

A Chinaman who was riding in a ricksha yesterday morning died suddenly. The coolie was surprised to find his face sliding off the seat, and the discovery was made that the man had died.

The schooner "Tarang," which trades between here and the Caroline Islands, has hitherto sailed under the American flag, but yesterday the "Stars and Stripes" were replaced by the Union Jack, under which flag the vessel will now sail.

It is announced that the Kaiser has approved the scheme for widening the Kial-Brunshittel Canal, and that the project will be embodied in a bill and submitted to the Reichstag shortly after the termination of the Easter recess. The cost of the widening is said to be estimated at £1,400,000 sterling, which will, of course, be covered by a loan.

News reached the colony yesterday from Yokohama that Mr. Harry Wicking, of the firm of Harry Wicking and Company, had died at sea on board the *Empress of Japan*. Deceased, who was on a business trip to the East, was about 70 years of age. He is survived by his widow in England. The remains will be brought to Hongkong.

The Scarlet Mysteries, a male combination of talented singers introduced to the East by Mr. Branscombe, made their debut in Hongkong last night, when a large audience welcomed them in the City Hall. The solos, duets, trios and quartettes were effectively rendered, both sentimental and humorous being admirably treated, while the instrumental contributions were no less successful.

The Shanghai-Nanking railway company announces the opening to traffic of a further section of the railway to Changchow from May 15 next, and a series of special cheap excursions during that and the next five days to enable Shanghai residents to visit Changchow and its famous lama monastery. Special fares for picnic parties are now arranged to Foochow and Wusieh or Changchow; the time table is being revised and new rolling-stock includes dining cars.

In the House of Commons Mr. REES (Montgomery Boroughs) asked the Secretary for Foreign Affairs whether the Chinese Government adopted the suggestion of his Majesty's Minister at Peking, to the effect that some compensation should, as an act of grace, be paid to Dr. Home and Mr. Eadie, who were assaulted near Amoy in June, 1906. Sir E. Grey replied: "The Chinese Government have been requested to pay compensation as an act of grace, and discussion is understood to be now proceeding as to the amount between his Majesty's Consul at Amoy and the local Chinese authorities."

SUPREME COURT.

Wednesday, 1st May.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

ALLEGED BREACH OF CHARTER.

The action was continued in which Messrs. Carlowitz & Co., merchants of 2, Connaught Road Central, Hongkong, sued the Lombard Steamship Company, Ltd., of 23, Great St. Helens, in the City of London, for the recovery of \$120,000, being damage sustained by plaintiffs by reason of the breach of charter party of the British steamship *Salamanca* entered into at Hongkong on 7th February, 1902. The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Bailey, of Messrs. Johnson Stokes and Master, appeared for the plaintiff, and Sir Henry Berkeley, K.C., instructed by Mr. Loker, of Messrs. Deacon Loker and Deacon, for the defendants.

Sir Henry Berkeley continued his address for the defence.

Mr. Pollock explained to his Honour that his clients had agreed to the production of certain documents because they did not wish to put defendants to the expense of getting evidence from home.

Sir Henry—That is so, my Lord. We are very much obliged.

Sir Henry continued his arguments, and the case was again adjourned.

MACAO.

(FROM OUR CORRESPONDENT.)

April 30th.

Dr. L. F. M. argues has been engaged by the China Commercial Steamship Company to go with the steamer *Suisang* to Mexico.

Plagues increased last month in the Chinese quarters.

Some gentlemen interested in the construction of a railway from Macao to Canton held a meeting yesterday.

The Police held a public reception yesterday, to unveil pictures of the King and Queen, put up in the Armoury at San Francisco Barracks. The pictures were presented by Their Majesties. The Governor was present, and Lady Azeredo Continho helped him to perform the unveiling ceremony. There were athletic sports and a military exhibition of feats of arms afterwards. The A.D.C. performance on Saturday was well worthy of praise.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

LABOUR TROUBLES IN GERMANY.

LONDON, May 1st.
Ten thousand skilled workmen are going to Germany.

INTERNATIONAL DISARMAMENT.

LONDON, May 1st.
Prince von Buelow declares that Germany cannot discuss disarmament.

TRANSVAAL AND THE CHINESE.

LONDON, May 1st.
The Transvaal resents the home Government's pressing the repatriation of Chinese.

OBITUARY.

LONDON, May 1st.

Lord de Ros is dead.
Dudley Charles Fitzgerald de Ros was the premier baron of England, being the 24th holder of the title, which was created in 1264. He entered the Life Guards in 1845 and afterwards rose to the command of the Regiment. He was appointed equerry to the Prince Consort in 1853, an appointment which he held up till the death of His Royal Highness, holding a similar office to the Queen from that time till 1874, when he became Lord-in-Waiting. He was 80 years of age.

COLONIAL PREMIERS.

LONDON, May 1st.

The Colonial Premiers are to dine with the King on the 8th inst.

RUSSIA AND JAPAN.

LONDON, April 29th.

The St. Petersburg correspondent of the *Telegraph* states that the Russo-Japanese commercial treaties will be definitely concluded and signed by the end of May.

THE HOUSE OF LORDS.

LONDON, April 29th.

The Birrell-Hallifax Bill, for the reform of the House of Lords, to be introduced soon, will be more generally supported than was supposed. The *Telegraph* believes that the plan of the Government to deal with the House of Lords is to provide for a conference of the two Houses in case of a disagreement.

THE JAPANESE IN BRITISH COLUMBIA.

LONDON, April 29th.

The *Times* of Ottawa says that a great influx of Japanese has begun in British Columbia. It is stated that Japan has notified the emigration companies in Japan that owing to Canada's acceptance of the Anglo-Japanese Commercial treaty, the emigration restrictions have been removed.

ERUPTION OF STROMBOLI.

LONDON, April 29th.

Stromboli was in violent eruption yesterday evening. The eruption was accompanied by earthquakes which shattered windows and broke the cable between Lipari and Stromboli.

PRINCE FUSHIMI'S VISIT TO ENGLAND.

LONDON, April 29th.

The Savoy theatre is giving a revival of Gilbert Sullivan's operas, but is omitting the *Mikado*; the omission being due to the visit of Prince Fushimi. Mr. Runciman, in reply to a question in the House said that no representations had been received from Japan, but the Lord Chamberlain had withdrawn the license for the opera from all the theatres, including those in the provinces.

The *Times* publishes a letter of Dr. Martens, the Professor of St. Petersburg University, criticising current Russian politics. According to the Professor the Duma is incapable of any action compatible with Russia's interests, nor is it capable of demonstrating the consensus of its views. It is entirely devoid of any feeling of acting in unity with the Government in the administration of the State, and hence dissolution is inevitable. The fundamental error lies in the adoption of a system favouring the spirit of suffrage. It is, therefore, necessary to revise the Law of Election, if it is desired to improve the condition of the Duma. Professor Marten's letter to The *Times* has caused the utmost astonishment and displeasure to the Russian Government, which states that it does not harbour any designs of dissolving Parliament, and that it desires to co-operate with the Duma.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, DEWANH	DEVANHA	4 P.M. 2nd	Freight and Passage.
LONDON, &c., via USUAL PORTS	ARCADIA	Noon, 4th	See Special Advertisement of Call.
MARSEILLES, LONDON and SUMATRA	SUMATRA	About 8th	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	NUBIA	About 11th	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 3th April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	YINGCHOW	On 2nd May, 4 P.M.
HONGKONG and HAIPHONG	SINGAN	On 3rd May, 10 A.M.
WEIHAIWEI and TIENTSIN	HUIHONG	On 3rd May, 4 P.M.
SHANGHAI	KIUKIANG	On 4th May, 4 P.M.
CHINKIANG	CHINKIANG	On 6th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 6th May, 4 P.M.
MANILA	TAMING	On 7th May, 4 P.M.
CHIEFOO and NEWCHWANG	K. WEIYANG	On 7th May, 4 P.M.
CEBU and LOLOLO	KAIKONG	On 10th May, 4 P.M.
SHANGHAI	SHANGHAI	On 10th May, 4 P.M.
SHANGHAI	HANGCHOW	On 10th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REFURBED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 2nd May, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 5th May, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th April, 1907.

T. ARIMA, Manager.

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NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	Saturday, 4th May at 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About Friday, 3rd May.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	"PRINZ EITEL FRIEDRICH"	Wednesday, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GNEISENAU"	About Wednesday, 8th May.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd May, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th April, 1907.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

The ONLY LINE that MAINTAINS a Regular Schedule Service of UNDER 11 days Across the Pacific is the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "ATHENIAN"	3,832	Wednesday, 4th May ... 25th May
"EMPERESS OF INDIA"	6,000	Thursday, 9th May ... 25th May
"MONTAGUE"	6,163	Wednesday, 22nd May ... 15th June
"EMPERESS OF JAPAN"	6,000	Thursday, 6th June ... 15th June
"TARTAR"	4,435	Wednesday, 19th June ... 13th July
"EMPERESS OF CHINA"	6,000	Thursday, 4th July ... 22nd July

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES, and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 232.

Intermediate on Steamers: 240, 242.

R.M.S. "MONTAGUE," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Fadder Street and Praya opposite Blake Pier.

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SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.
Fresh Water and Ice, Ship's Stores and Provisions at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 2nd May, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, 30th April, 1907.

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S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

Consignees of Cargo from London or "Charbon" from Bordeaux or "Saghalien" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whereas delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee, before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 7th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th May, or they will not be recognised.
All damaged packages will be examined on TUESDAY, the 7th May, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th April, 1907.

2

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"HORNSTADT,"

Captain Jager, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th April, 1907.

841

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 834 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 351 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP

Suitable for vessels up to 1,000

T.M. WORKS are well equipped with

LATEST PLANTS and APPARATUS

for undertaking BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERs; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

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equipped with necessary gear, always ready

for service.

Short Notice.

1175

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Newchwang	Shanghai	Kongmoon
Taipei	Ichang	Wuchow
Port Arthur	Changchow	Kwangchow
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Great Britain:—Nanking, 1842; Tientsin,

1858; Tariff Agreement and Rules, 1859;

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tion of Customs Seizures, 1860; Chiao-
chow, 1876, with Additional Articles; Opium

Convention, 1860; Chartering Convention, 1891;

Tientsin, 1893; Burmah Convention, 1893;

Weihaiwei 1893; Convention, Commercial;

Shanghai, 1902; Emigration Convention,

1894.

France:—Tientsin, 1858; Convention, 1860;

Tientsin, 1865; Conventions, 1866, 1867, and

1890; Frontier Trade Regulations

United States:—Tientsin, 1859; Additional

1860; Peking, 1890; Immigration, 1894;

Commercial, 1903.

Germany:—Tientsin, 1861; Peking, 1860;

Kiaochow Convention, 1898; Railway and

Mining Concession, 1898.

Japan:—Shimonoseki, 1855; Liaotung Con-

vention, 1895; Commercial, 1896; New Ports

1896. Supplementary Commercial, 1903.

Russian:—S. Petersburg, 1881; Russian Land

Trade, 1881.

Portugal, 1888; Commercial Treaty, 1904.

PRINCE Protocol made between China and

Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895;

Russia, Agreements as to Corea; United

States, Extraterritorial Treaty, 1896; Great

Britain (Alliance) 1905; Russia (Peace

